

SEATTLE BIKEABILITY TOUR REPORT: INTERBAY/QUEEN ANNE

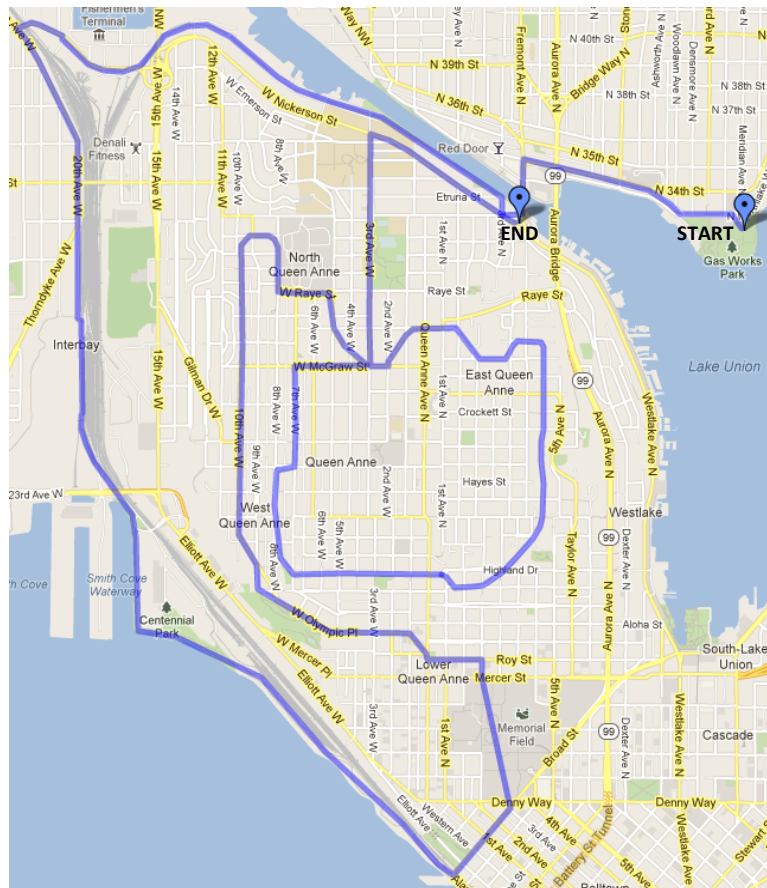
Date of tour: June 10, 2012

Purpose: To engage other organizations and members of the community in identifying challenges and opportunities for enhanced connectivity, and increased safety and comfort for bicycle riders and pedestrians of all ages and abilities in and around the Interbay and Queen Anne neighborhoods.

Attendees:

- Max Hepp-Buchanan, Seattle Bicycle Advisory Board (SBAB)
- Allegra Calder, SBAB
- Neal Komedal, SBAB
- Bill Lemke, Queen Anne Greenways
- Robin Randels, Cascade Bicycle Club
- Jen Malley, Seattle Children's
- Millie Magnier, examiner.com
- Deborah Fromm, Queen Anne
- Ken Rippelmeyer, Queen Anne
- Sharon Griggins-Davis, Queen Anne
- Dean Simpson, Queen Anne
- Adam Slivers, Queen Anne
- Judy Leshner, Magnolia
- Virginia McCormick, Magnolia
- Bob Goldberg, NE Seattle
- Nancy Angell, NE Seattle
- Don Martin, NE Seattle
- John Davies, NE Seattle
- John Reardan, SW Seattle
- Jan Johnson, Edmonds
- Bill Bacon, Edmonds
- Bob Campbell, Kirkland

Route:



General Recommendations:

- Install directional signage for best routes for bicycle riders to get on and off Queen Anne Hill.
- Slow motor vehicle speeds along Queen Anne Blvd by installing traffic calming devices such as speed humps, chicanes, and/or narrowing the travel lanes.
- Apply paint to Queen Anne Blvd to let drivers know that bicycle riders have priority and that pedestrians are highly present on and along the roadway as well.
- Improve the safety of intersections of Queen Anne Blvd and major arterials, such as Queen Anne Ave N, and 3rd Ave W/W McGraw St to make crossings safer for bicycle riders and pedestrians.

Area: Ship Canal Trail ramp at Etruria St/3rd Ave N

Observations:

- Tight entrance to trail at base of ramp with no signage to yield to westbound bicycle/pedestrian traffic.

Specific Recommendations:

- Add signage indicating bicycle riders entering the Ship Canal Trail from the ramp should yield
- Add signage directing bicycle riders and pedestrians to both sides of Fremont Bridge.



Area: Ship Canal Trail railroad crossing @ Ballard Bridge

Observations:

- The turns through the fences are very tight and hard to maneuver for tandems and larger bicycles.
- Very dark area at night.
- No signage directing bicyclists to Ballard and Interbay.

Specific Recommendations:

- Widen the trail or shorten the fence at hairpin turns.
- Install better lighting and/or reflective materials.
- Add signage to indicate which trail leads where.



Area: W Emerson St between 16th Ave W and 23rd Ave W

Observations:

- There are multiple decision points for bicycle riders but no signs indicating which route to use to get to Magnolia, Fisherman's Terminal, Elliott Bay Trail, etc.
- Ship Canal Trail ends at 21st Ave W, forcing bicycle riders to move to the right and continue west on Emerson, uphill.
- Bicycle riders heading toward the Elliott Bay Trail must then merge left while going uphill to turn left on Gilman Ave W.

Specific Recommendations:

- Install better wayfinding signage to various destinations.
- Add protected facility on Emerson that makes the transition from the Ship Canal Trail, to Emerson, to Gilman easier and safer for bicycle riders turning right or left on Gilman.



Area: Elliott Bay Trail

Observations:

- Very narrow in some areas, dangerous when there are on-coming bicycle riders or pedestrians.

Specific Recommendations:

- Work with BNSF and/or Port of Seattle to replace unnecessary overpass bridge and provide adequate width (12-14 ft) along length of trail.



Area: Seattle Center

Observations:

- Thomas Street through Seattle Center provides good connectivity to the future Thomas Street Bridge/Elliott Bay Trail, and Olympic Sculpture Park.

Specific Recommendations:

- Work with Seattle Center to provide a cycle track along Thomas Street through Seattle Center that can be used by bicycle riders during non-event days.



Area: Queen Anne Blvd

Observations:

- Low motor vehicle traffic volumes but high speeds.
- No paint to indicate high bicycle/pedestrian use.
- Arterial intersection crossings are difficult.
- There are some wayfinding signs to Interbay/Ballard, but no bicycle wayfinding signage along W Olympic Pl to the top of the Hill or along Queen Anne Blvd.
- Signage at 8th Ave and Olympic Pl is confusing to some as there is both a hard right and a soft right (see photo, right).

Specific Recommendations:

- Improve the crossing safety of intersections of Queen Anne Blvd and major arterials. Specific intersections and recommendations include a bicycle and pedestrian activated crossing signal at Highland Dr & Queen Anne Ave N (see photo of crossing, next page), and a bicycle signal at 3rd Ave W & W McGraw St/Pl (see image, right).
- Install traffic calming measures along Queen Anne Blvd.



- Apply paint to roadway that indicates bicycle priority.
- Improve clarity of existing bicycle wayfinding signage.
- When the Thomas Street Bridge opens, the current signed route to Interbay/Ballard should be via the Thomas Street Bridge, while the signed route along Olympic Pl/10th Ave W should direct people to the top of Queen Anne Hill and surrounding attractions.
- Adding a bicycle symbol just after the soft right at 8th and Olympic Place would provide assurance to bicycle riders that they have chosen the right route.

